

RESTRICTED

STAT

REPORT

CD NO.

CD NO.

DATE OF _____

INFORMATION 1949

DATE DIST. Dec 1949

NO. OF PAGES 4

SUPPLEMENT TO
REPORT NO.

SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

SOURCE Neue Zuercher Zeitung, No 2136, 1949.

YUGOSLAV SHIPPING AND SHIPBUILDING

The new motor ship Zagreb, which was delivered to the Yugoslav Navigation Line in Rijeka on 16 June of this year, constitutes the first unit of a series of modern combined freight and passenger ships commissioned for construction by the "Treci Maj" Shipyards in Rijeka.

The Zagreb, a motor ship of 3,350 gross tons with a loading capacity of over 4,000 tons, is the first ocean-going vessel to have been completely constructed in Yugoslavia with the exception of the engine. It is 101 meters long and has a width of 14 meters. When loaded its maximum speed is 16.3 knots per hour. It is equipped to accommodate approximately 12 passengers. The Zagreb left drydock in May 1948 but completion was allegedly delayed by failure of an Iron Curtain country to deliver the engines promptly. Her sister ship, the Skoplje, released from drydock in September 1948 at the same shipyard, was to have been delivered to the Yugoslav Navigation Line in mid-July 1949. The 3,100 gross-ton Skoplje, although somewhat smaller than the Zagreb, is identical with the latter in every other respect.

The third unit of the series, the motor ship Sarajevo, is still in drydock at the "Treci Maj" Shipyards. This ship is also intended for the Yugoslav Navigation Line, which is the country's most important maritime navigation enterprise.

The Yugoslav Navigation Line has a fleet consisting of 23 units, most of which are combined freight and passenger ships with an aggregate capacity of 88,583 gross tons. The largest unit of this fleet is the Radnik, a 6,665 gross-ton oil-burning ship built in the US in 1908, and acquired by Yugoslavia in 1946. The second largest of the company's ships is the Partizanka, an oil-burning ship built in the US in 1927. It is Yugoslavia's largest passenger ship, with a capacity of 6,209 gross tons and 3,405 net tons.

Two other vessels for this company are nearing completion in Rotterdam. Construction of one of these was begun at Hamburg in 1944, for a German enterprise. The ship, with a capacity of 6,062 gross tons, was launched as the Viktorie before the end of the war. Construction of the other ship was started at Bremerhaven in 1945. Likewise intended for a German concern, the 6,250 gross-ton ship was

- 1 -

RESTRICTED

RESTRICTED

[illegible]

RESTRICTED

STAT

RESTRICTED

christened Crostafels. Both ships were taken over by Yugoslavia and towed to Rotterdam for completion. They will be renamed Dinara and Drvar, respectively. The motor ship Topusko, taken over by Yugoslavia in 1947, is another German ship built in 1926, formerly called Neisse, while the Srem of 3,600 gross tons and 2,020 net tons is the former Rumanian ship Baltchitch. Completed in Italy in 1940 and employed by the Italians for service along the Dalmatian coast, this ship became a victim of the naval war in 1943. It was reconditioned at the Vicko Krstulovic Shipyards in Split.

Yugoslavia's second most important shipping enterprise, the Yugoslav Free Navigation Line now operates 14 ships with an aggregate of 74,429 gross tons. The largest of these ships is the steamer Biokovo of 5,968 gross tons and 3,777 net tons, formerly the Aleksandar I. In contrast to the Yugoslav Navigation Line, whose ships ply specific routes in European waters and overseas on scheduled routes, the ships of the Yugoslav Navigation Line are chartered for trips as needed.

Third place, according to tonnage, is occupied by the Adriatic Free Navigation Line whose eight ships have an aggregate of 32,245 gross tons. The largest, the steamer Hrvatska, is of 7,607 gross tons and 4,563 net tons. Built in the US in 1945 and christened St Lawrence Victory, it was owned by the US Maritime Commission. During the war it struck a mine along the Dalmatian Coast and sank. The Brodospar Salvaging Company raised it and sold it to Yugoslavia where it was put into operating condition at the Vicko Krstulovic Shipyards in Split. The ship was initially rechristened Zagreb but when the previously mentioned motor ship bearing this name was launched, the raised ship was renamed Hrvatska. The Adriatic Free Navigation Line's Jajce built in Great Britain in 1930 and taken over by Yugoslavia in 1947 is the only tanker in the service of the Yugoslav merchant marine at this time.

Fourth in line according to tonnage, but the country's only outstanding coastal shipping enterprise, is the Adriatic Navigation Line. This line engages in coastal runs between the various mainland ports as well as between these ports and the islands, from Trieste in the north to Ulcinj, the southernmost port of Yugoslavia, close to the Albanian border. Only four of the line's numerous coastal steamers and motor ships exceed 500 gross tons. The largest of these is the 896-gross-ton Istra built in 1909.

Organization of the merchant marine into four enterprises, all with headquarters at Rijeka, was the result of a government action following the nationalization of the remnants of former shipping companies, and the return of Yugoslav ships which had served with the allies under the British flag in World War II between 1945 and 1947. This new basis served as the foundation for the following plan and its projected development:

Five-Year Plan for the Yugoslav Merchant Marine, 1947 - 1951

	<u>1939</u>	<u>Planned for end of 1951</u>	<u>Increase (%)</u>
Combined tonnage, gross	390,000	600,000	54
Including:			
Ocean-going ships*	326,000	520,000	60
Coastal ships*	64,000	80,000	25
Total horsepower	220,000	400,000	82
Sailing ships**	4,500	13,000	190
Freight service (MT)	3,332,000	6,200,000	87

- 2 -

RESTRICTED

RESTRICTED

RESTRICTED

STAT

RESTRICTED

(Continued)

	1939	Planned for End of 1951	Increase (%)
Passengers	1,508,000	3,800,000	136
Length of harbor embankments (m)	8,592	10,429	21

*Only power-driven ships

**Gross tons, only ships of 50 gross tons or more, equipped with an auxiliary engine

At the end of 1945 the Yugoslav Merchant Marine consisted of only 38 ocean-going and coastal ships with an aggregate of 64,176 gross tons. By mid-June 1949, it consisted of 45 ocean-going ships, aggregating 125,257 gross tons, besides coastal navigation and sailing ships. There is still a great deal to be accomplished in the remaining 2½ years of the Plan but the efforts expended prove that the country is not only trying to acquire foreign ships but is doing all in its power to improve its own resources in the sphere of shipbuilding. In this connection the "Treci Maj" Shipyards in Rijeka occupy first place in the construction of ocean-going ships. Although heavy ships' engines and certain other parts still have to be imported from abroad, the shipyards have already begun the construction of ships' steam engines. The first achievement in this field was the 600-HP engine for the ocean-going tug Udarnik which was constructed at this shipyard recently.

Similar progress was made by the Vicko Krstulovic Shipyards in Split. This second most important shipyard of Yugoslavia was formerly known as Jadranska Brodogradilista, a subsidiary of the Societe Anonyme Ateliers et Chantiers de la Loire, with a smaller repair yard at Kraljevica, east of Rijeka. At present this shipyard is almost exclusively engaged in repairs. New constructions are planned in the future. There is no scarcity of repair work, inasmuch as the Brodospas Salvaging Company, previously referred to, has already raised more than 40 ships in Yugoslav coastal waters and has extensive raising projects on its agenda. Fifteen ocean-going ships already have been raised by this company.

Besides these two main shipyards, smaller yards, such as the former Martinolic yards at Mali Losinj and the previously mentioned yard at Kraljevica, have resumed repair work. Shipyards on Korcula are at work on small sailboats with auxiliary engines, for the transport of passengers and goods between the various island and Dalmatia, while a yard at Koper, the most important coastal town in the Yugoslav Zone of the Trieste Free Territory, and another at Pula are specializing in the construction of fishing boats and auxiliary engines.

The restoration and expansion of harbor installations damaged during the war is also under way. The port of Rijeka, which was practically destroyed by the Germans, has been almost completely restored in 2 years of strenuous effort. Split, Dalmatia's most important port, is undergoing considerable expansion at present. Split has become increasingly important since the resumption of operations of the standard-gauge railway between Knin and Binac in November 1948. This railway constitutes a considerable shortcut in connecting Split with the hinterland. Farther south a new port, Ploce, is being built at the mouth of the Neretva River. As a result of the reconstruction of the 200-kilometer narrow-gauge railway line between Sarajevo and Ploce, the latter town will become Bosnia and Herzegovina's base for commercial traffic with foreign countries.

The Yugoslav Minister for Maritime Affairs ordered that a navigation registry be set up. This new supervisory authority for the merchant marine is directly responsible to the Ministry for Maritime Affairs and has its headquarters at Rijeka. Its official designation is Jugoslavenska Registrar Brodova and, according to the decree, its mission covers the following: establishment of technical directives for maritime classification; inspection and approval of technical plans and drawings pertaining to the construction of ships; supervision of the construction of ships; inspection of materials in this connection; examination of classification

- 3 -

RESTRICTED

RESTRICTED

RESTRICTED

RESTRICTED

STAT



of navigation units of the existing merchant marine fleet; measuring of loading capacity of Yugoslav merchantmen and issuance of pertinent certificates; examination by technical experts of damages sustained; boiler inspection on Yugoslav ships; and publication of classification lists covering Yugoslav ships. This new office has already assumed its functions.

- E N D -

- 4 -

RESTRICTED

RESTRICTED